SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

140

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, April 20, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Time Table No. 140

April 20, 1924

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS							Distance from San Francisco		STATIONS	
	302	300	26	60	8	96	102	86	108				
	Local Freight	Local Freight	The Owl	The Sacramento	San Francisco Los Angeles Passenger	Fresno Bakersfield Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Fresno Bakersfield Motor				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWFTYP Yard		12.30AM	11.45PM	10.35PM	7.10PM				7.25AM	205.5	Block Signals.	TO-R FRESNO 2.8	Double Track
									f	208.3		CALWA 0.8	
I P		12.55	11.56	10.46	7.21				7.35	209.1		CALWA TOWER A. T. & S. F. Crossing 1.3	
69 P		1.00	11.58PM	10.48	f 7.23				f 7.38	210.4		MALAGA 4.7	
91 P		1.30	12.04AM	10.55	s 7.33				s **7.48**	215.1		TO FOWLER 1.3	
(Spur)									f	216.4		STAR 4.3	
135 WP		2.00	12.11	f 11.02	s 7.45				s 8.00	220.7		TO SELMA 4.9	
87 WP		**2.25**	12.18	11.09	s 7.57				s 8.11	225.6		TO KINGSBURG 1.5	
(Spur)										227.1		SUMNER 4.2	
69 P		3.10	12.25	11.16	f 8.07				f 8.23	231.3		TRAVER 2.4	
69 P		3.30	12.28	11.19	**8.10**				8.28	233.7		CROSS 5.4	
105BKWFYP	6.00AM	3.50AM	12.35	11.26	s 8.43				s 8.39	239.1		TO-R GOSHEN JCT. 6.5	
68 P	6.25		12.43	11.34	f 8.53	(Runs via Porterville)		(Runs via Porterville)	f 8.53	245.6		TAGUS 4.1	
I										249.7		A. T. & S. F. CROSSING 0.3	
99 WP	7.30		f 12.50	f 11.42	s 9.15				s **9.02**	250.0		TO TULARE 1.5	
(Spur)										251.5		BURLING 4.3	
68 P	7.45		12.58	11.51	9.25				f 9.14	255.8		OCTOL 4.6	
91 WP	**8.35**		1.04	11.59PM	s 9.37				s **9.24**	260.4		TO TIPTON 3.3	
									f	263.7		QUAIL 3.1	
100 P	**8.55**		1.12	12.08AM	f 9.50				s 9.38	266.8		TO PIXLEY 5.6	
93 P	9.30		**1.20**	12.15	f 10.01				s 9.50	272.4		TO EARLIMART 3.4	
(Spur)										275.8		STONE 0.7	
69 P	**9.58**		1.26	12.21	10.09				f **9.58**	276.5		RADNOR 4.2	
93 WP	10.25		1.32	12.27	s 10.21				s 10.07	280.7		TO DELANO 6.3	
69 P	11.00AM		1.40	12.35	f 10.35				s 10.21	287.0		TO Mc FARLAND 3.9	
(Spur)										290.9		HUNT 1.7	
90 WTP	12.10PM		1.47	12.42	f 10.50	10.15PM	4.39PM	11.16AM	10.33	292.6		TO-R FAMOSO 3.3	
68 P	12.25		1.51	**12.49**	10.56	f 10.20	4.43	f 11.21	10.41	295.9		SLATER 3.7	
(Spur)										299.6		DOW 0.9	
90 P	12.45		1.57	12.56	11.03	f 10.28	4.49	f 11.29	**10.54**	300.5		LERDO 2.5	
100 P	12.52		2.00	12.59	11.06	10.31	4.52	11.32	11.00	303.0		PROSPERO 2.8	
68 P	1.00		2.04	1.03	11.10	f 10.37	4.56	f 11.37	11.06	305.8		SACO 2.8	
88 BKP	1.07		2.08	1.07	11.14	10.42	s 5.00PM	f 11.41	11.12	308.6		TO-R OIL JCT. 2.5	
61 P	1.15		2.12	1.11	11.18	10.47		11.45	11.17	311.1		NOME 1.8	
Yard BKWFTYP	1.30PM		s 2.19AM	s 1.18AM	s 11.25PM	s 10.55PM		s 11.53AM	s 11.25AM	312.9		TO-R BAKERSFIELD	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)	
	(7.30) 9.81	(3.20) 10.08	(2.34) 41.19	(2.43) 39.53	(4.15) 25.27	(0.40) 30.45	(0.21) 45.71	(0.37) 32.91	(4.00) 26.85			……………… Time over District ……………… Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at Santa Fe Junction Switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
8	Any Station	Edison

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
108	Famoso or East	Any Station

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 140
April 20, 1924

		FIRST CLASS							THIRD CLASS	
		✓	✓	✓	✓		✓	✓		
	Distance from Bakersfield	25	59	49	97	101	107	87	303	301
		The Owl	The Sacramento	The Tehachapi	Bakersfield Fresno Passenger	Santa Fe Passenger	Bakersfield Fresno Motor	Los Angeles San Francisco Express	Local Freight	Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R FRESNO	107.4	s 3.00AM	s 5.30AM		s 10.35AM		s 9.15PM	s 9.50PM		8.50AM
2.8 CALWA	104.6									
0.8 CALWA TOWER A. T. & S. F. Crossing	103.8	2.50	5.18		10.22		9.05	9.40		8.30
1.3 MALAGA	102.5	2.47	5.15		f 10.19		f 9.02	9.37		8.25
4.7 TO FOWLER	97.8	2.40	5.07		s 10.10		s 8.51	f 9.28		**7.48**
1.3 STAR	96.5						f			
4.3 TO SELMA	92.2	2.32	f 4.58		s 10.00		s 8.39	s 9.19		7.20
4.9 TO KINGSBURG	87.3	**2.25**	4.48		s 9.49		s 8.28	s 9.09		6.30
1.5 SUMNER	85.8									
4.2 TRAVER	81.6	2.18	4.38		9.39		f 8.16	9.00		5.20
2.4 CROSS	79.2	2.15	4.35		9.35		**8.10**	8.57		5.15
5.4 TO-R GOSHEN JCT.	73.8	2.08	s 4.27		s 9.25		s 7.57	8.50PM	12.30PM	5.00AM
6.5 TAGUS	67.3	2.00	4.15		9.10		f 7.43		11.59AM	
4.1 A. T. & S. F. CROSSING	63.2									
0.3 TO TULARE	62.9	f 1.52	s 4.06		s **9.02**		s 7.34		11.35	
1.5 BURLING	61.4									
4.3 OCTOL	57.1	1.42	3.55	(Runs via Porterville)	8.43		f 7.22	(Runs via Porterville)	10.05	
4.6 TO TIPTON	52.5	1.36	3.49		s **8.35**		s 7.12		**9.24**	
3.3 QUAIL	49.2						f			
3.1 TO PIXLEY	46.1	1.28	3.41		s 8.21		s 6.58		**8.55**	
5.6 TO EARLIMART	40.5	**1.20**	3.34		f 8.11		s 6.46		8.25	
3.4 STONE	37.1									
0.7 RADNOR	36.4	1.14	3.28		**8.03**		f 6.38		**8.03**	
4.2 TO DELANO	32.2	1.08	3.22		s 7.56		s 6.29		7.30	
6.3 TO McFARLAND	25.9	1.00	3.14		f 7.45		s 6.15		7.00	
3.9 HUNT	22.0									
1.7 TO-R FAMOSO	20.3	12.53	3.07	s 7.30AM	7.37	s 11.07AM	s 6.03	s 6.08PM	6.25	
3.3 SLATER	17.0	**12.49**	3.03	7.25	7.33	11.02	f 5.58	6.03	6.00	
3.7 DOW	13.3									
0.9 LERDO	12.4	12.43	2.55	f 7.18	7.27	**10.54**	f 5.51	5.57	5.45	
2.5 PROSPERO	9.9	12.40	2.52	7.14	7.24	10.50	5.46	5.54	5.38	
2.8 SACO	7.1	12.36	2.48	7.10	7.20	10.46	f 5.41	5.50	5.30	
2.8 TO-R OIL JCT.	4.3	12.32	2.44	f 7.06	7.16	10.42AM	f 5.36	5.46	5.20	
2.5 NOME	1.8	12.28	2.40	7.02	7.12		5.32	5.42	5.12	
1.8 TO-R BAKERSFIELD	0.0	12.21AM	2.33AM	6.55AM	7.05AM		5.25PM	5.35PM	5.00AM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(107.4)										
Time over District		(2.39)	(2.57)	(0.35)	(3.30)	(0.25)	(3.50)	(1.33)	(7.30)	(3.50)
Average speed per hour		40.52	36.40	34.80	30.68	38.40	28.01	34.77	9.84	8.76

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at San Fe Junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
97	Any Station	Los Angeles

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD

Time Table No. 140
April 20, 1924

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS						Distance from San Francisco		STATIONS	
	258	256	320	306 ✓	254	252	8 ✓	22	86 ✓	2	26 ✓	60 ✓				
	Freight	Freight	Local Freight	Bakersfield Olig Mixed	Freight	Freight	San Francisco Los Angeles Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Santa Fe Tourist Express	The Owl	The Sacramento				
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWFTYP Yard				8.00AM			11.55PM		12.05PM		2.27AM	1.28AM	312.9	Block Signals	TO-R BAKERSFIELD 0.7	
KI P	6.00PM	12.10PM	8.00AM	8.05AM	6.20AM	**12.12AM**	11.58PM	5.45PM	12.08	8.40AM	2.30	1.31	313.6		TO-R KERN JCT. 3.4	Double Track
71 P	6.08	12.18	8.10		6.28	12.20	12.04AM	5.50	12.13	8.45	2.35	1.36	317.0		MAGUNDEN 3.1	
67 P	6.15	12.25	8.41		6.35	12.27	f 12.13	5.55	s 12.20	8.51	2.40	1.41	320.1		EDISON 4.9	
58 P	6.25	12.35	**8.59**		6.45	12.37	12.20	6.02	f 12.29	**8.59**	2.48	1.49	325.0		TO SIVERT 2.9	
67 WP	6.31	**12.41**	9.05		6.51	12.43	**12.25**	6.07	f **12.34**	9.04	2.53	**1.56**	327.9		BENA 3.4	
67 P	6.40	12.50	9.15		7.00	12.52	12.31	6.14	12.41	9.10	2.59	2.03	331.3		ILMON 3.9	
East 69 West 64 WP	**7.05**	1.15	**9.35**		7.25	1.17	s 12.46	f 6.23	s 12.54	s 9.20	3.07	2.11	335.2		TO-R CALIENTE 3.0	
64 P	7.17	1.27	10.15		7.37	**1.34**	12.55	6.30	1.01	**9.27**	3.14	2.18	338.2		ALLARD 2.3	
West 75 East 58 WP	7.30	1.40	**10.46**		7.50	1.47	1.02	**6.36**	f 1.08	9.33	3.20	2.24	340.5		TO BEALVILLE 1.8	
24 P	7.37	1.47	10.56		7.57	1.54	1.08	**6.41**	1.14	9.38	3.25	2.30	342.3		CLIFF 3.2	
East 62 M20 West 65 P	7.52	2.02	**11.24**		8.12	2.09	**1.18**	6.49	f 1.22	9.46	3.33	2.38	345.5		ROWEN 3.3	
64 WP House 61	8.17	2.27	11.55AM		8.37	2.34	f 1.32	7.00	s 1.34	**9.58**	3.48	2.52	348.8		TO WOODFORD 3.0	
64 P	8.32	2.42	12.10PM		**8.57**	2.49	1.43	7.10	1.44	10.08	3.57	3.01	351.8		WALONG 2.3	
West 70 East 62 WP	8.42	2.52	12.20		9.07	**3.09**	1.53	7.18	f 1.52	10.17	4.05	**3.09**	354.1		TO MARCEL 2.6	
64 P	8.57	3.07	12.35		9.22	3.22	2.04	7.26	f 2.00	**10.26**	**4.13**	3.17	356.7		CABLE 3.9	
73 WP	9.12	3.22	1.15		9.37	**3.37**	s 2.20	f 7.38	s 2.11	s 10.38	4.23	3.27	360.6		TO-R TEHACHAPI 1.8	Double Track
108 YP	9.27	3.37	1.30		9.52	3.52	2.27	7.43	2.15	10.45	4.26	3.32	362.4		SUMMIT SWITCH 2.6	
86 P	9.32	3.42	1.50		9.57	3.57	f 2.32	7.47	s 2.20	10.49	4.30	3.36	365.0		MONOLITH 3.0	
YP													368.0		ERIC 1.9	
WP	9.43	3.53	2.10		10.08	4.08	2.42	7.55	f 2.31	10.57	4.38	3.44	369.9		CAMERON 4.4	
92 P	10.13	4.33	**2.41**		10.35	**4.48**	2.52	8.05	f **2.41**	11.07	**4.48**	3.54	374.3		WARREN 6.4	
Yard BKWFTYP	10.40PM	5.00PM	3.10PM		11.05AM	5.15AM	s 3.05AM	s 8.20PM	s 2.55PM	s 11.20AM	s 5.00AM	s 4.07AM	380.7		TO-R MOJAVE	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)	
	(4.40) 14.37	(4.50) 13.88	(7.10) 9.36	(0 05) 8 40	(4.45) 14.12	(5.03) 13 28	(3.10) 21.41	(2.35) 25.97	(2.50) 23.68	(2.40) 25.16	(2.33) 26.58	(2.39) 25.58			......Time over District ......Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

BAKERSFIELD AND MOJAVE SUBDIVISION

WESTWARD

Time Table No. 140

April 20, 1924.

					FIRST CLASS						THIRD CLASS					
			Distance from Mojave	49 The Tehachapi	9 Santa Fe Mail and Express	87 Los Angeles San Francisco Express	21 Santa Fe Passenger	25 The Owl	59 The Sacramento	251 Freight	321 Local Freight	253 Freight	307 Olig Bakersfield Mixed	255 Freight	257 Freight
Block Signals	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily
	TO-R BAKERSFIELD 0.7		67.8	s 6.30AM		s 5.15PM		s 12.15AM	s 2.23AM				s 3.35PM		
	TO-R KERN JCT. 3.4	Double Track	67.1	6.27	10.15AM	5.12	7.50PM	**12.12**	2.20	7.04AM	1.00PM	1.15PM	3.30PM	8.01PM	12.58AM
	MAGUNDEN 3.1		63.7	6.20	10.09	5.05	7.43	12.06	2.14	6.56	12.45	1.07		7.53	12.50
	EDISON 4.9		60.6	f 6.15	10.04	f 4.59	7.37	12.01AM	2.09	6.49	12.30	1.00		7.46	12.43
	TO SIVERT 2.9		55.7	6.06	9.56	f 4.49	7.28	11.53PM	2.01	6.39	12.15	12.50		7.36	12.33
	BENA 3.4		52.8	6.01	9.51	f 4.44	7.23	11.48	**1.56**	6.33	12.09PM	**12.41** **12.34**		7.30	**12.25**
	ILMON 3.9		49.4	5.54	9.44	4.37	7.15	11.41	1.49	6.23	11.59AM	12.23		7.20	12.14
	TO-R CALIENTE 3.0		45.5	s 5.45	s **9.35**	s 4.29	s 7.05	11.33	1.41	6.10	11.45	12.10PM		7.05	12.01AM
	ALLARD 2.3		42.5	5.34	**9.27**	4.21	6.55	11.27	**1.34**	6.00	11.05	11.59AM		6.44	11.50PM
	TO BEALVILLE 1.8		40.2	5.29	9.21	f 4.16	6.48	11.22	1.29	5.52	**10.46**	11.51		**6.36**	11.42
	CLIFF 3.2		38.4	5.25	9.17	4.12	**6.41**	11.18	1.25	5.36	10.30	11.35		6.14	11.26
	ROWEN 3.3		35.2	5.18	9.10	f 4.05	6.33	11.11	**1.18**	5.25	10.15	**11.24**		6.03	11.15
	TO WOODFORD 3.0		31.9	f **5.11**	9.03	f 3.58	6.26	**11.04**	1.11	**5.11**	**9.58**	11.13		5.52	**11.04**
	WALONG 2.3		28.9	5.03	**8.57**	3.51	6.20	10.58	1.04	4.41	**8.57**	10.53		5.32	10.35
	TO MARCEL 2.6		26.6	4.57	8.52	f 3.46	6.15	10.53	12.59	4.33	8.35	10.45		5.24	10.27
	CABLE 3.9		24.0	4.49	8.46	f 3.40	6.09	10.47	12.53	**4.13**	8.15	**10.26**		5.05	10.08
	TO-R TEHACHAPI 1.8	Double Track	20.1	s 4.40	s 8.37	s 3.32	s 6.00	10.39	12.45	**3.37**	8.00	9.52		4.52	9.55
	SUMMIT SWITCH 2.6		18.3	4.33	8.33	3.25	5.55	10.36	12.42	3.23	7.30	9.48		4.48	9.48
	MONOLITH 3.0		15.7	f 4.28	8.28	s 3.20	5.50	10.31	12.37	3.17	7.20	9.42		4.42	9.42
	ERIO 1.9		12.7												
	CAMERON 4.4		10.8	f 4.18	8.20	f 3.10	5.42	10.23	12.29	2.58	6.38	9.23		4.23	9.23
	WARREN 6.4		6.4	4.01	8.05	f 2.55	5.26	10.08	12.14AM	2.30	6.15	9.00		4.00	9.00
	TO-R MOJAVE		0.0	3.39AM	7.45AM	2.35PM	5.05PM	9.48PM	11.54PM	2.00AM	5.45AM	8.30AM		3.30PM	8.30PM
	(67.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over District			(2.51)	(2.30)	(2.40)	(2.45)	(2.27)	(2.29)	(5.04)	(7.15)	(4.45)	(0.05)	(4.31)	(4.28)
	Average speed per hour			23.78	27.12	25.16	25.00	27.67	27.16	13.24	9.25	14.12	8.40	14.88	15.02

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

MOJAVE AND SAUGUS SUBDIVISION

EASTWARD											Time Table No. 140 April 20, 1924		WESTWARD							
	SECOND CLASS				FIRST CLASS								FIRST CLASS				THIRD CLASS			
Capacity of sidings in car lengths.	266	264	322	262	86	26	60	8	Distance from San Francisco			Distance from Saugus	49	87	25	59	263	323	265	267
	Freight	Freight	Local Freight	Freight	San Francisco Los Angeles Express	The Owl	The Sacramento	San Francisco Los Angeles Passenger					The Tehachapi	Los Angeles San Francisco Express	The Owl	The Sacramento	Freight	Local Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard BKWFTY P	2.40PM	5.30AM	3.30AM	2.05AM	3.00PM	5.10AM	4.17AM	3.24AM	380.7		TO-R MOJAVE	69.9	s 3.24AM	s 2.30PM	s 9.40PM	s 11.46PM	10.20AM	4.00PM	4.50PM	1.45AM
					f				384.8		4.1 FLETA	65.8		f						
65 P	2.55	5.45	3.50	2.20	f 3.10	5.20	4.27	3.34	387.3		2.5 GLOSTER	63.3	3.12	f 2.17	9.28	11.34	10.04	3.10 2.50	4.31	1.29
65 P	3.09	5.59	4.10	2.34	s 3.22	5.31	4.38	f 3.45	394.3		7.0 TO ROSAMOND	56.3	f 3.00	s 2.05	9.16	11.22	9.41	2.25	4.08	1.06
64 WP	3.20	6.10	4.47	2.51	f 3.31	5.40	4.47	3.54	399.9		5.6 OBAN	50.7	2.51	f 1.55	9.07	11.13	9.30	2.10	3.57	12.55
84 WP	3.31	6.21	5.10	3.02	s 3.42	5.49	4.56	s 4.06	405.5		5.6 TO-R LANCASTER	45.1	s 2.42	s 1.46	8.58	11.04	9.10	1.46	3.42 3.25	12.40
64 P	3.50	6.36	5.30	3.17	f 3.50	5.57	5.04	4.14	409.8	Block Signals	4.3 DENIS	40.8	2.32	f 1.37	8.51	10.57	8.49	12.55	3.06	12.21
80 BKWFY P	4.16	7.06	6.04	3.47	s 4.00	6.04	5.12	s 4.24	413.8		4.0 TO-R PALMDALE	36.8	s 2.26	s 1.30	8.45	10.51	8.40	12.45	2.58	12.13
64 P	4.29	7.19	6.20	4.00	f 4.07	6.10	5.19	4.30	416.3		2.5 HAROLD	34.3	2.18	f 1.23	8.39	10.45	8.25	12.20PM	2.49	12.04AM
93 YP	5.10	7.59	7.00	4.44	f 4.19	6.23	5.33	4.44	420.5		4.2 TO VINCENT	30.1	2.09	f 1.14	8.30	10.36	7.59	11.55AM	2.35	11.50PM
64 P	5.25	8.14	7.34	4.59	4.28	6.33	5.43	4.54	425.0		4.5 PARIS	25.6	1.53	12.59	8.14	10.20	7.34	11.20	2.00	11.15
44 P	5.29	8.18	7.47	5.03	s 4.31	6.36	5.46	f 4.58	426.1		1.1 TO ACTON	24.5	f 1.50	s 12.55	8.11	10.16	7.29	11.15	1.55	11.10
79 WP	5.49	8.38	8.32	5.23	f 4.38	6.43	5.53	f 5.07	429.0		2.9 TO RAVENNA	21.6	f 1.42	f 12.47	8.04	10.08	7.19	10.45	1.45	11.00
63 P	6.08	8.57	8.51	5.42	f 4.50	6.56	6.06	5.23	434.6		5.6 RUSS	16.0	1.28	f 12.32	7.51	9.53	6.56	10.15	1.22	10.37
67 WP	6.22	9.11	9.10	6.17	f 5.00	7.07	6.17	f 5.36	438.8		4.2 TO LANG	11.8	f 1.16	f 12.20	7.40	9.42	6.17	9.55	1.05	10.20
63 P	6.37	9.30	9.30	6.33	f 5.10	7.19	6.29	f 5.49	443.1		4.3 HUMPHREYS	7.5	f 1.01	f 12.06PM	7.26	9.28	5.49	9.30	12.39	9.54
64 P	6.51	9.44	9.54	6.47	f 5.20	7.30	6.40	f 6.00	446.9		3.8 HONBY	3.7	12.53	f 11.58AM	7.18	9.19	5.13	9.15	12.25	9.40
87 BKWFY P	7.05PM	10.00AM	10.15AM	7.01AM	s 5.29PM	7.40AM	6.50AM	s 6.10AM	450.6		3.7 TO-R SAUGUS	0.0	12.45AM	11.50AM	7.10PM	9.10PM	5.00AM	9.00AM	12.10PM	9.25PM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.25) 15.82	(4.30) 15.53	(6.45) 10.35	(4.56) 14.16	(2.29) 28.14	(2.30) 27.96	(2.33) 27.41	(2.46) 25.26			……Time over District…… ……Average speed per hour……		(2.39) 26.37	(2 40) 26.21	(2.30) 27.96	(2.36) 26.88	(5.20) 13.10	(7.00) 9.98	(4.40) 14.97	(4.20) 16.13

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
26	Saugus	San Francisco
60	Saugus	Sacramento

EASTWARD — FRESNO AND BAKERSFIELD SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 140 April 20, 1924	Distance from Famoso	FIRST CLASS			THIRD CLASS	
	314	304	96	102	86					49	101	87	305	315
	Kerman Porterville Mixed	Fresno Porterville Local Freight	Fresno Bakersfield Passenger	Santa Fe Passenger	San Francisco Los Angeles Express					The Tehachapi	Santa Fe Passenger	Los Angeles San Francisco Express	Porterville Fresno Local Freight	Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
BKWFTYP YARD		12.05AM	6.35PM		7.35AM	205.5	TO-R	FRESNO 1.5	104.3	s 11.20AM			12.10PM	
I						207.0		A. T. & S. F. Crossing 1.5	102.8					
11		12.25	6.46		f 7.46	208.5		BLOSSOMA 2.1	101.3	f 11.06			11.50AM	
Spur					f	210.6		ESHEL 1.2	99.2					
24 24 P		12.35	6.51		f 7.51	211.8		BUTLER 1.2	98.0	f 11.01			11.40	
Y					f	213.0		LOCANS 1.5	96.8	f				
28 P		12.45	6.55		f 7.55	214.5		IVESTA 1.4	95.3	f 10.56			11.25	
87 P		12.50	f 6.58		f 7.58	215.9		CLOTHO 3.9	93.9	f 10.52			11.15	
86 75 WP		1.15	s 7.07		s 8.07	219.8	TO	SANGER 3.0	90.0	s **10.45**			**10.45**	
17		1.25	f 7.12		f 8.12	222.8		TARN 2.5	87.0	f 10.37			10.15	
26 P		1.30	f 7.17		f 8.17	225.3		FARGO 2.6	84.5	f 10.32			10.05	
8 P		1.40	f 7.22		f 8.22	227.9		LACJAC 0.1	81.9	f 10.28			9.55	
						228.0		A. T. & S. F. Crossing (Stop) 1.9	81.8					
55 P		1.55	s 7.30		s 8.30	229.9	TO	REEDLEY 5.1	79.9	s 10.20			9.45	
63 WP		2.15	s 7.40		s **8.40**	235.0	TO	DINUBA 2.2	74.8	s 10.10			**8.40**	
7 P			f		f	237.2		SMYRNA 2.4	72.6	f				
26 26 P		2.30	f 7.48		f 8.48	239.6		MONSON 4.0	70.2	f 9.59			8.00	
						243.6		A. T. & S. F. Crossing (Stop) 2.8	66.2					
27 P		2.55	8.01		f 9.01	246.4		TAURUSA 2.9	63.4	f 9.46			7.45	
Spur			f 8.06		f 9.06	249.3		VENICE HILL 0.4	60.5	f 9.41				
24 P		3.10				249.7		KLINK 2.5	60.1				7.30	
19 P		3.20	f 8.11		f 9.11	252.2		ROCHE 0.9	57.6	f 9.36			7.20	
27 27		3.25	8.13		f 9.13	253.1		CAPLIN 4.3	56.7	f 9.34			7.15	
84 BKWYP	12.55PM	4.00	s 8.22		s **9.25**	257.4	TO-R	EXETER 3.1	52.4	s **9.25**		s 7.52PM	7.00	s 8.50AM
18	1.02		f 8.27		f 9.32	260.5		BURR 3.8	49.3	9.14		7.44		
136 P	s 1.33	4.25	s 8.37		s 9.42	264.3	TO	LINDSAY 4.3	45.5	s 9.08		s 7.38	6.15	s 8.35
45 P	f 1.54	4.35	s 8.45		s 9.50	268.6	TO	STRATHMORE 2.3	41.2	s 8.58		f 7.30	5.30	8.20
19 16 P	f 2.00	4.40	f 8.49		f 9.55	270.9		ZANTE 1.3	38.9	8.51		7.24		
Spur						272.2		LISKO 1.5	37.6					
Spur						273.7		KURTH 0.7	36.1					
22 P	s 2.08	4.55	s 8.58		s 10.05	274.4		PORTERVILLE 0.4	35.4	s 8.42		s 7.18	5.05	s 8.05
52 BKWYP	2.13PM	**5.00AM**	9.02		10.10	274.8	TO-R	PORTERVILLE-OLIVE ST. 1.7	35.0	8.36		7.13	**5.00AM**	8.00AM
22			9.07		f 10.13	276.5		PONOA 1.5	33.3	8.32		7.09		
35			f 9.11		f 10.16	278.0		LOIS 4.6	31.8	f 8.29		7.06		
50 27 P			s 9.20		s 10.24	282.6	TO	TERRA BELLA 4.5	27.2	s 8.21		f 6.59		
74 BKP			s 9.30	4.01PM	s 10.33	287.1	TO-R	DUCOR 2.9	22.7	s 8.12	s 11.48AM	f 6.50		
26 26 P			f 9.36	4.06	f 10.39	290.0		ORRIS 1.5	19.8	f 8.05	11.43	6.43		
Spur			f	f		291.5		VESTAL 3.4	18.3	f	f			
77 P			f 9.45	f 4.14	f 10.47	294.9		RICHGROVE 4.1	14.9	f 7.57	f 11.35	f 6.35		
28 P			f 9.52	f 4.21	f 10.54	299.0		JASMIN 10.8	10.8	f 7.50	f 11.28	f 6.28		
90 WTP			s 10.10PM	s 4.38PM	s **11.11AM**	309.8	TO-R	FAMOSO (104.3)	0.0	7.33AM	**11.11AM**	6.11PM		
	Arrive Daily Ex Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.18) 13.38	(4.55) 14.09	(3.35) 29.10	(0.37) 36.81	(3.36) 28.97			Time over District Average speed per hour		(3.47) 27.56	(0.37) 36.81	(1.41) 31.12	(7.10) 9.66	(0.50) 20.08

ADDITIONAL STATIONS:

Mars.............207.9	Reka...............221.0	Samuels (Spur).....229 1	Vance..............262.8
Goldleaf............209.9	Uva...............227 1	Dorsey.............250.8	Worthing...........265.5
Stout.... ....265.8	Efco...............227.6	Musk...............255 1	

Westward trains are superior to trains of the same class in the opposite direction.

SOUTHERN PACIFIC COMPANY

San Joaquin Division

BULLETIN NO. 14

Bakersfield, May 3rd, 1924.

ALL CONCERNED:

Extra Passenger Train Service has been established, operating as follows:

Eastward Leave Daily	Leave Daily		Westward Arrive Daily	Arrive Daily
	6:45 AM	Coalinga		10:30 PM
	s 7:25	Westhaven		s 9:52
	s 7:46	Lemoore		s 9:30
	s 7:57	Armona		s 9:20
	s 8:07	Hanford		s 9:10
	8:35	Goshen Jct.		8:45 PM
8:48 PM	9:25	Goshen Jct.	8:35 AM	
9:10 PM	9:45 AM	Visalia	8:10 AM	
Arrive Daily	Arrive Daily		Leave Daily	Leave Daily

Train will stop at flag at all other stations.

THIS FOR INFORMATION ONLY, AND DOES NOT CONFER ANY RIGHT FOR TRAIN OPERATION.

C. F. DONNATIN.

520-31

NCK
Cut in page 8
current Time Table
AJ Dav

UBDIVISION

WESTWARD

	Distance from Exeter	FIRST CLASS						THIRD CLASS			
		503 Visalia Electric Passenger	91 Goshen Jct. Coalinga Passenger	505 Visalia Electric Passenger	509 Visalia Electric Passenger	511 Visalia Electric Passenger	87 Los Angeles San Francisco Passenger	311 Goshen Jct. Coalinga Local Freight	315 Porterville Kerman Mixed	319 Mixed	313 Coalinga Alcalde Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Wed. Only
	78.3										s 12.05PM
	77.1										
	74.9										
	73.4		s 11.40AM					1.00PM			11.40AM
	71.7		f 11.33					12.45			
	65.0		f 11.15					12.15PM			
	57.7		s 11.00					11.45AM			
	51.1		s 10.46					11.15			
	44.4		f 10.33					10.40			
	41.5		f 10.28					10.28		s 11.44AM	
	40.4		f 10.25					10.05			
	38.9		s 10.21					10.00		f 11.35	
	36.2		f								
	34.1		s 10.10					8.30 7.15	s 11.15AM	11.25AM	
	31.0										
	30.7		s 10.00					7.00	s 11.04		
	25.6		f 9.45					5.30	f 10.53		
	17.9		s 9.30AM				s 8.40PM	5.00AM	s 10.30		
ding)	14.2										
	12.7										
	10.6										
	10.1	s 8.30AM		s 9.55AM	s 5.50PM	s 7.50PM	s 8.20		s 9.35		
Stop	10.0										
	8.0	f 8.22		f 9.47	f 5.42	f 7.42	8.10		9.17		
	5.9										
	4.2	s 8.16		s 9.41	s 5.36	f 7.36	8.04		f 9.09		
	3.0	f 8.13		f 9.38	f 5.33	f 7.33	8.01		9.01		
	2.1	f 8.11		f 9.36	f 5.31	f 7.31					
	0.0	8.05AM		9.30AM	5.25PM	7.25PM	7.54PM		8.55AM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Wed. Only
……		(0.25) 24.24	(2.10) 25.61	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.46) 23.34	(8.00) 6.93	(2.20) 14.61	(0.19) 23.36	(0.25) 11.75

FRESNO AND BAKERSFIELD SUBDIVISION

	EASTWARD					WESTWARD
	SECOND CLASS			Time Table No. 140		THIRD CLASS
Capacity of sidings in car lengths	316 Fresno Ingle Armona Mixed	Distance from San Francisco		April 20, 1924	Distance from Hardwick	317 Armona Ingle Fresno Mixed
	Leave Daily			STATIONS		Arrive Daily
Y	8.45 AM	181.9	R	INGLE 5.3	42.3	s 3.40 PM
48	s 9.10	187.2	TO	TRANQUILITY 4.5	37.0	s 3.15
45	s 9.35	191.7	TO	SAN JOAQUIN 3.2	32.5	s 2.56
16	f 9.45	194.9		CALDWELL 3.8	29.3	f 2.46
Spur		198.7		NARES 0.3	25.5	
35	f 10.05	199.0	TO	HELM 7.2	25.2	f 2.34
18 29	s 10.25	206.2		BURREL 3.2	18.0	s 2.12
8	f 10.33	209.4		BENDER 5.2	14.8	f 2.02
15	s 10.45	214.6	TO	RIVERDALE 2.6	9.6	s 1.47
Spur	f 10.53	217.2		ROBINSON 2.0	7.0	f 1.10
Spur	f 10.59	219.2		HUB 1.8	5.0	f 1.00
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur	f 11.07	221.8		LYNN 1.7	2.4	f 12.50
Spur		223.5		HASSET 0.7	0.7	
53 20	s 11.15 AM	224.2	TO-R	HARDWICK	0.0	12.40 PM
	Arrive Daily			(42.3)		Leave Daily
	(2.30)			Time over District		(3.00)
	16.92			Average speed per hour		14.10

	EASTWARD						WESTWARD	
	SECOND CLASS				Time Table No. 140		THIRD CLASS	
Capacity of sidings in car lengths	314 Kerman Porterville Mixed	316 Fresno Ingle Armona Mixed	Distance from San Francisco		April 20, 1924	Distance from Armona	317 Armona Ingle Fresno Mixed	315 Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
73 BWYP	8.20 AM		193.0	TO-R	KERMAN 6.7	36.1		s 4.10 PM
69	f 8.35		199.7		MCMULLIN 5.4	29.4		f 3.50
48	f 8.50		205.1	TO	RAISIN CITY 5.6	24.0		f 3.35
58	f 9.05		210.7	TO	CARUTHERS 6.1	18.4		f 3.20
48 W	f 9.25		216.8		CANDO 3.5	12.3		f 3.00
			220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
49	f 9.35		220.6		LILLIS 2.4	8.5		f 2.50
57	s 9.45	11.15 AM	223.0	TO-R	HARDWICK 2.3	6.1	s 12.30 PM	f 2.40
	f 9.51	f 11.25	225.3		KIMBLE 3.8	3.8	f 12.20	f 2.25
49 WYP	s 9.59 AM	s 11.35 AM	229.1	TO-R	ARMONA	0.0	12.10 PM	2.15 PM
	Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday
	(1.39)	(0.20)			Time over District		(0.20)	(1.55)
	21.87	18.30			Average speed per hour		18.30	18.83

	EASTWARD						WESTWARD	
	SECOND CLASS	FIRST CLASS			Time Table No. 140		FIRST CLASS	THIRD CLASS
Capacity of sidings in car lengths	308 Local Freight	104 Fresno Friant Passenger	Distance from San Francisco		April 20, 1924	Distance from Friant	105 Friant Fresno Passenger	309 Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00 AM	8.00 AM	205.5	TO-R	FRESNO 1.6	24.4	s 6.30 PM	12.30 PM
I			207.1		A. T. & S. F. CROSSING 0.9	22.8		
			208.0		EAST FRESNO 1.4	21.9		
Spur	6.20	f 8.15	209.4		BARTON 2.2	20.5	f 6.18	12.05 PM
Spur			211.6		GRANZ 0.2	18.3		
47 Spur	6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 6.13	11.55 AM
			212.1		NAVIN 0.8	17.8		
20 12	6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 6.10	11.45
			213.2		FRESNO INTERURBAN RY. CROSSING (Stop) 0.4	16.7		
130 Spur	6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 6.08	11.40
18			213.9		VANRIS 1.0	16.0		
37	6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 6.05	11.30
12 27	6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 6.02	11.20
37 47 W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 5.59	11.12
12	7.18	f 8.37	218.5		GLORIETTA 2.4	11.4	f 5.56	10.45
78 K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 5.51	10.33
48	7.36	f 8.46	222.9		GORDON 0.7	7.0	f 5.47	10.25
5	7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 5.45	10.20
31		f	224.8		BURKHEAD 1.2	5.1	f	
			226.0		GAND 3.9	3.9		
23 37 BKT	8.15 AM	s 9.05 AM	229.9	TO-R	FRIANT	0.0	5.25 PM	9.45 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
	(2.15)	(1.05)			Time over District		(1.05)	(2.45)
	10.84	22.36			Average speed per hour		22.36	8.87

	EASTWARD					WESTWARD
	THIRD CLASS			Time Table No. 140		THIRD CLASS
Capacity of sidings in car lengths	318 Mixed	Distance from San Francisco		April 20, 1924	Distance from Stratford	319 Mixed
	Leave Mon. Wed. and Fri.			STATIONS		Arrive Mon. Wed. and Fri.
30 Y	12.50 PM	244.1	TO-R	STRATFORD 2.5	0.0	s 12.20 PM
61	f 1.05	241.6		MARSALA 1.7	2.5	f 12.10
48	f 1.15	239.9		CUNEO 3.4	4.2	f 12.01 PM
75 YP	s 1.30 PM	236.5	R	ROSSI	7.6	11.45 AM
	Arrive Mon. Wed and Fri.			(7.6)		Leave Mon. Wed and Fri.
	(0.40)			Time over District		(0.35)
	11.40			Average speed per hour		13.03

Westward trains are superior to trains of the same class in the opposite direction.

COPY

HMI...HCT...HJT...Fresno
Agents...Visalia....Goshen Jct
Hanford Armona
Lemoore Westhaben
Coalinga
Condr & Engr trains 93 and 94...Goshen Jct
Bulletin Boards....Goshen Jct
Porterville
Coalinga
CPD...JCG..JS...JHT...TF..HDJ...Timekeeper...Bakersfield

It has been decided to restore double daily service on Coalinga branch effective April 20th. Trains operate as follows:

New train leaves		Coalinga	645AM
		Westhaven	725AM
		Lemoore	746AM
		Armona	757AM
		Hanford	807AM
	Arrive	Goshen Jct	835AM
	Leave	Goshen Jct	845AM
	Arrive	Visalia	910AM

Regular stops at Westhaven, Lemoore, Armona, Hanford, Goshen Jct and flag stops at all stations.

New train leaves		Goshen Jct	845 PM
		Hanford	910PM
		Armona	920 PM
		Lemoore	930 PM
		Westhaven	952 PM
	Arrive	Coalinga	1030 PM

Regular stops at Hanford, Armona, Lemoore, Westhaven and flat stops at all stations.

No.92 will operate to Visalia Leave Goshen Jct 848 PM
Arrive Visalia 910 PM

The move Goshen Jct to Visalia will be handled by train order.

No.91 will originate at Visalia Leave Visalia 810 AM
Arrive Goshen Jct 835 AM

Observe schedule shown in time table No.140 from Goshen Jct. The move from Visalia to Goshen Jct will be handled by train order.

The crew arriving Visalia 910AM will return to Goshen Jct with equipment soon as possible after arrival and tie up. S-981

HPW

UBDIVISION

		WESTWARD									
		FIRST CLASS						THIRD CLASS			
	Distance from Exeter	503	✓ 91	505	509	511	✓ 87	311	✓ 315	✓ 319	✓ 313
		Visalia Electric Passenger	Goshen Jct. Coalinga Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Los Angeles San Francisco Passenger	Goshen Jct. Coalinga Local Freight	Porterville Kerman Mixed	Mixed	Coalinga Alcalde Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Wed. Only
	78.3										s 12.05PM
	77.1										
	74.9										
	73.4		s 11.40AM					1.00PM			11.40AM
	71.7		f 11.33					12.45			
	65.0		f 11.15					12.15PM			
	57.7		s 11.00					11.45AM			
	51.1		s 10.46					11.15			
	44.4		f 10.33					10.40			
	41.5		f 10.28					10.28		s 11.44AM	
	40.4		f 10.25					10.05			
	38.9		s 10.21					10.00		f 11.35	
	36.2		f								
	34.1		s 10.10					8.30 7.15	s 11.15AM	11.25AM	
	31.0										
	30.7		s 10.00					7.00	s 11.04		
	25.6		f 9.45					5.30	f 10.53		
	17.9		s 9.30AM				s 8.40PM	5.00AM	s 10.30		
ding)	14.2										
	12.7										
	10.6										
	10.1	s 8.30AM		s 9.55AM	s 5.50PM	s 7.50PM	s 8.20		s 9.35		
Stop	10.0										
	8.0	f 8.22		f 9.47	f 5.42	f 7.42	8.10		9.17		
	5.9										
	4.2	s 8.16		s 9.41	s 5.36	f 7.36	8.04		f 9.09		
	3.0	f 8.13		f 9.38	f 5.33	f 7.33	8.01		9.01		
	2.1	f 8.11		f 9.36	f 5.31	f 7.31					
	0.0	8.05AM		9.30AM	5.25PM	7.25PM	7.54PM		8.55AM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Wed. Only
....		(0.25) 24.24	(2.10) 25.61	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.46) 23.34	(8.00) 6.93	(2.20) 14.61	(0.19) 23.36	(0.25) 11.75

FRESNO AND BAKERSFIELD SUBDIVISION

	EASTWARD SECOND CLASS			Time Table No. 140 April 20, 1924		WESTWARD THIRD CLASS
Capacity of sidings in car lengths	316 Fresno Ingle Armona Mixed	Distance from San Francisco		STATIONS	Distance from Hardwick	317 Armona Ingle Fresno Mixed
	Leave Daily					Arrive Daily
Y	8.45AM	181.9	R	INGLE 5.3	42.3	s 3.40PM
48	s 9.10	187.2	TO	TRANQUILITY 4.5	37.0	s 3.15
45	s 9.35	191.7	TO	SAN JOAQUIN 3.2	32.5	s 2.56
16	f 9.45	194.9		CALDWELL 3.8	29.3	f 2.46
Spur		198.7		NARES 0.3	25.5	
35	f 10.05	199.0	TO	HELM 7.2	25.2	f 2.34
18 29	s 10.25	206.2		BURREL 3.2	18.0	s 2.12
8	f 10.33	209.4		BENDER 5.2	14.8	f 2.02
15	s 10.45	214.6	TO	RIVERDALE 2.6	9.6	s 1.47
Spur	f 10.53	217.2		ROBINSON 2.0	7.0	f 1.10
Spur	f 10.59	219.2		HUB 1.8	5.0	f 1.00
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur	f 11.07	221.8		LYNN 1.7	2.4	f 12.50
Spur		223.5		HASSET 0.7	0.7	
53 20	s 11.15AM	224.2	TO-R	HARDWICK	0.0	12.40PM
	Arrive Daily			(42.3)		Leave Daily
	(2.30) 16.92			Time over District Average speed per hour		(3.00) 14.10

	EASTWARD SECOND CLASS				Time Table No. 140 April 20, 1924		WESTWARD THIRD CLASS	
Capacity of sidings in car lengths	314 Kerman Porterville Mixed	316 Fresno Ingle Armona Mixed	Distance from San Francisco		STATIONS	Distance from Armona	317 Armona Ingle Fresno Mixed	315 Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday
73 BWYP	8.20AM		193.0	TO-R	KERMAN 6.7	36.1		s 4.10PM
69	f 8.35		199.7		MCMULLIN 5.4	29.4		f 3.50
48	f 8.50		205.1	TO	RAISIN CITY 5.6	24.0		f 3.35
58	f 9.05		210.7	TO	CARUTHERS 6.1	18.4		f 3.20
48 W	f 9.25		216.8		CANDO 3.5	12.3		f 3.00
			220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
49	f 9.35		220.6		LILLIS 2.4	8.5		f 2.50
57	s 9.45	11.15AM	223.0	TO-R	HARDWICK 2.3	6.1	s 12.30PM	f 2.40
	f 9.51	f 11.25	225.3		KIMBLE 3.8	3.8	f 12.20	f 2.25
49 WYP	s 9.59AM	s 11.35AM	229.1	TO-R	ARMONA	0.0	12.10PM	2.15PM
	Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday
	(1.39) 21.87	(0.20) 18.30			Time over District Average speed per hour		(0.20) 18.30	(1.55) 18.83

	EASTWARD SECOND CLASS	EASTWARD FIRST CLASS			Time Table No. 140 April 20, 1924		WESTWARD FIRST CLASS	WESTWARD THIRD CLASS
Capacity of sidings in car lengths	308 Local Freight	104 Fresno Friant Passenger	Distance from San Francisco		STATIONS	Distance from Friant	105 Friant Fresno Passenger	309 Local Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00AM	8.00AM	205.5	TO-R	FRESNO 1.6	24.4	s 6.30PM	12.30PM
I			207.1		A. T. & S. F. CROSSING 0.9	22.8		
			208.0		EAST FRESNO 1.4	21.9		
Spur	6.20	f 8.15	209.4		BARTON 2.2	20.5	f 6.18	12.05PM
Spur			211.6		GRANZ 0.2	18.3		
47 Spur	6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 6.13	11.55AM
			212.1		NAVIN 0.8	17.8		
20 12	6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 6.10	11.45
			213.2		FRESNO INTERURBAN RY. CROSSING (Stop) 0.4	16.7		
130 Spur	6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 6.08	11.40
18			213.9		VANRIS 1.0	16.0		
37	6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 6.05	11.30
12 27	6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 6.02	11.20
37 47 W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 5.59	11.12
12	7.18	f 8.37	218.5		GLORIETTA 2.4	11.4	f 5.56	10.45
78 K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 5.51	10.33
48	7.36	f 8.46	222.9		GORDON 0.7	7.0	f 5.47	10.25
5	7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 5.45	10.20
31		f	224.8		BURKHEAD 1.2	5.1	f	
			226.0		GAND 3.9	3.9		
23 37 BKT	8.15AM	s 9.05AM	229.9	TO-R	FRIANT	0.0	5.25PM	9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
	(2.15) 10.84	(1.05) 22.36			Time over District Average speed per hour		(1.05) 22.36	(2.45) 8.87

	EASTWARD THIRD CLASS			Time Table No. 140 April 20, 1924		WESTWARD THIRD CLASS
Capacity of sidings in car lengths	318 Mixed	Distance from San Francisco		STATIONS	Distance from Stratford	319 Mixed
	Leave Mon. Wed. and Fri.					Arrive Mon. Wed. and Fri.
30 Y	12.50PM	244.1	TO-R	STRATFORD 2.5	0.0	s 12.20PM
61	f 1.05	241.6		MARSALA 1.7	2.5	f 12.10
48	f 1.15	239.9		CUNEO 3.4	4.2	f 12.01PM
75 YP	s 1.30PM	236.5	R	ROSSI	7.6	11.45AM
	Arrive Mon. Wed and Fri.			(7.6)		Leave Mon. Wed and Fri.
	(0.40) 11.40			Time over District Average speed per hour		(0.35) 13.03

Westward trains are superior to trains of the same class in the opposite direction.

UBDIVISION

WESTWARD

Capacity of sidings in car lengths	318 ✓	312	314 ✓	310	92 ✓	512	510	506	504	Distance from San Francisco		Time Table No. 140 April 20, 1924 STATIONS	Distance from Exeter	503	91 ✓	505	509	511	87 ✓	311	315 ✓	319 ✓	313 ✓
	THIRD CLASS		SECOND CLASS		FIRST CLASS									FIRST CLASS						THIRD CLASS			
	Mixed	Alcalde Coalinga Passenger	Kerman Porterville Mixed	Coalinga Goshen Jct. Local Freight	Coalinga Goshen Jct. Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger					Visalia Electric Passenger	Goshen Jct. Coalinga Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Los Angeles San Francisco Passenger	Goshen Jct. Coalinga Local Freight	Porterville Kerman Mixed	Mixed	Coalinga Alcalde Passenger
	Leave Mon., Wed., Fri.	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Wed. Only
25 T		12.10PM								273.3	R	ALCALDE	78.3										s 12.05PM
												1.2											
										272.1		LE ROY	77.1										
												2.2											
Spur										269.9		CRUMP	74.9										
												1.5											
81 BKYP		s 12.35PM		5.00AM	6.15PM					268.4	TO-R	COALINGA	73.4		s 11.40AM					1.00PM			11.40AM
												1.7											
47 FP				5.10	f 6.18					266.7		ORA	71.7		f 11.33					12.45			
												6.7											
23 P				5.30	f 6.30					260.0		TURK	65.0		f 11.15					12.15PM			
												7.3											
46 P				6.00	f 6.43					252.7		HURON	57.7		s 11.00					11.45AM			
												6.6											
58 P				6.25	s 6.55					246.1	TO	WESTHAVEN	51.1		s 10.46					11.15			
												6.7											
14 P				6.50	f 7.07					239.4		LETHENT	44.4		f 10.33					10.40			
												2.9											
75 YP	1.31PM			7.05	f 7.12					236.5	R	ROSSI	41.5		f 10.28					10.28		s 11.44AM	
												1.1											
Spur					f					235.4		HEINLEN	40.4		f 10.25					10.05			
												1.5											
66 P	f 1.40			8.09	s 7.20					233.9	TO	LEMOORE	38.9		s 10.21					10.00		f 11.35	
												2.7											
Spur					f					231.2		ORION	36.2		f								
												2.1											
East 39 West 47 WYP	s 1.55PM		10.25AM	8.30 9.45	s 7.32					229.1	TO-R	ARMONA	34.1		s 10.10					8.30 7.15	s 11.15AM	11.25AM	
												3.1											
I										232.2		A. T. & S. F. CROSSING	31.0										
												0.3											
76 P			s 10.40	10.00 11.20	s 7.50					232.5	TO	HANFORD	30.7		s 10.00					7.00	s 11.04		
												5.1											
64			10.53	11.55AM	f 7.58					237.6		REMNOY	25.6		f 9.45					5.30	f 10.53		
												7.7											
102 BKWFYP			s 11.30AM	1.00PM	s 8.15PM					245.3	TO-R	GOSHEN JCT.	17.9		s 9.30AM				s 8.40PM	5.00AM	s 10.30		
												3.7											
										249.0		FAXON (No Siding)	14.2										
												1.5											
Spur										250.5		JACOBS	12.7										
												2.1											
21										252.6		WEST VISALIA	10.6										
												0.5											
35 P			s 12.05PM			9.15PM	5.55PM	10.00AM	8.55AM	253.1	TO-R	VISALIA	10.1	s 8.30AM		s 9.55AM	s 5.50PM	s 7.50PM	s 8.20		s 9.35		
												0.1											
										253.2		A. T. & S. F. CROSSING Stop	10.0										
												2.0											
P			12.15			f 9.23	f 6.03	f 10.08	f 9.03	255.2		AMBLER	8.0	f 8.22		f 9.47	f 5.42	f 7.42	8.10		9.17		
												2.1											
Spur										257.3		RECTOR	5.9										
												1.7											
13 P			f 12.25			s 9.29	s 6.09	s 10.14	s 9.09	259.0		FARMERSVILLE	4.2	s 8.16		s 9.41	s 5.36	f 7.36	8.04		f 9.09		
												1.2											
P			12.28			f 9.32	f 6.12	f 10.17	f 9.12	260.2		GIANT OAK	3.0	f 8.13		f 9.38	f 5.33	f 7.33	8.01		9.01		
												0.9											
			12.30			f 9.34	f 6.14	f 10.19	f 9.14	261.1		LUNA	2.1	f 8.11		f 9.36	f 5.31	f 7.31					
												2.1											
84 BKWYP			s 12.40PM			s 9.40PM	s 6.20PM	s 10.25AM	s 9.20AM	263.2	TO-R	EXETER	0.0	8.05AM		9.30AM	5.25PM	7.25PM	7.54PM		8.55AM		
	Arr. Mon., Wed., Fri.	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(78.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Wed. Only
	(0.24) 18.50	(0.25) 11.75	(2.15) 15.15	(8.00) 6.93	(2.00) 27.75	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24			...........Time over District ....Average speed per hour........		(0.25) 24.24	(2.10) 25.61	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.46) 23.34	(8.00) 6.93	(2.20) 14.61	(0.19) 23.36	(0.25) 11.75

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 504 is superior to No. 505.

Schedule time and train orders for Visalia Electric trains at Visalia apply at east end of jail track.

	EASTWARD			Time Table No. 140		WESTWARD
	SECOND CLASS			April 20, 1924		THIRD CLASS
Capacity of sidings in car lengths	316 Fresno Ingle Armona Mixed	Distance from San Francisco			Distance from Hardwick	317 Armona Ingle Fresno Mixed
	Leave Daily			STATIONS		Arrive Daily
Y	8.45AM	181.9	R	INGLE 5.3	42.3	s 3.40PM
48	s 9.10	187.2	TO	TRANQUILITY 4.5	37.0	s 3.15
45	s 9.35	191.7	TO	SAN JOAQUIN 3.2	32.5	s 2.56
16	f 9.45	194.9		CALDWELL 3.8	29.3	f 2.46
Spur		198.7		NARES 0.3	25.5	
35	f 10.05	199.0	TO	HELM 7.2	25.2	f 2.34
18 29	s 10.25	206.2		BURREL 3.2	18.0	s 2.12
8	f 10.33	209.4		BENDER 5.2	14.8	f 2.02
15	s 10.45	214.6	TO	RIVERDALE 2.6	9.6	s 1.47
Spur	f 10.53	217.2		ROBINSON 2.0	7.0	f 1.10
Spur	f 10.59	219.2		HUB 1.8	5.0	f 1.00
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur	f 11.07	221.8		LYNN 1.7	2.4	f 12.50
Spur		223.5		HASSET 0.7	0.7	
53 20	s 11.15AM	224.2	TO-R	HARDWICK	0.0	12.40PM
	Arrive Daily			(42.3)		Leave Daily
	(2.30) 16.92			Time over District Average speed per hour		(3.00) 14.10

	EASTWARD				Time Table No. 140		WESTWARD	
	SECOND CLASS				April 20, 1924		THIRD CLASS	
Capacity of sidings in car lengths	314 Kerman Porterville Mixed	316 Fresno Ingle Armona Mixed	Distance from San Francisco			Distance from Armona	317 Armona Ingle Fresno Mixed	315 Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
73 BWYP	8.20AM		193.0	TO-R	KERMAN 6.7	36.1		s 4.10PM
69	f 8.35		199.7		MCMULLIN 5.4	29.4		f 3.50
48	f 8.50		205.1	TO	RAISIN CITY 5.6	24.0		f 3.35
58	f 9.05		210.7	TO	CARUTHERS 6.1	18.4		f 3.20
48 W	f 9.25		216.8		CANDO 3.5	12.3		f 3.00
			220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
49	f 9.35		220.6		LILLIS 2.4	8.5		f 2.50
57	s 9.45	11.15AM	223.0	TO-R	HARDWICK 2.3	6.1	s 12.30PM	f 2.40
	f 9.51	f 11.25	225.3		KIMBLE 3.8	3.8	f 12.20	f 2.25
49 WYP	s 9.59AM	s 11.35AM	229.1	TO-R	ARMONA	0.0	12.10PM	2.15PM
	Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday
	(1.39) 21.87	(0.20) 18.30			Time over District Average speed per hour		(0.20) 18.30	(1.55) 18.83

	EASTWARD				Time Table No. 140		WESTWARD	
	SECOND CLASS	FIRST CLASS			April 20, 1924		FIRST CLASS	THIRD CLASS
Capacity of sidings in car lengths	308 Local Freight	104 Fresno Friant Passenger	Distance from San Francisco			Distance from Friant	105 Friant Fresno Passenger	309 Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00AM	8.00AM	205.5	TO-R	FRESNO 1.6	24.4	s 6.30PM	12.30PM
I			207.1		A. T. & S. F. CROSSING 0.9	22.8		
			208.0		EAST FRESNO 1.4	21.9		
Spur	6.20	f 8.15	209.4		BARTON 2.2	20.5	f 6.18	12.05PM
Spur			211.6		GRANZ 0.2	18.3		
47 Spur	6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 6.13	11.55AM
			212.1		NAVIN 0.8	17.8		
20 12	6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 6.10	11.45
			213.2		FRESNO INTERURBAN RY. CROSSING (Stop) 0.4	16.7		
130 Spur	6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 6.08	11.40
18			213.9		VANRIS 1.0	16.0		
37	6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 6.05	11.30
12 27	6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 6.02	11.20
37 47 W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 5.59	11.12
12	7.18	f 8.37	218.5		GLORIETTA 2.4	11.4	f 5.56	10.45
78 K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 5.51	10.33
48	7.36	f 8.46	222.9		GORDON 0.7	7.0	f 5.47	10.25
5	7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 5.45	10.20
31		f	224.8		BURKHEAD 1.2	5.1	f	
			226.0		GAND 3.9	3.9		
23 37 BKT	8.15AM	s 9.05AM	229.9	TO-R	FRIANT	0.0	5.25PM	9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
	(2.15) 10.84	(1.05) 22.36			Time over District Average speed per hour		(1.05) 22.36	(2.45) 8.87

	EASTWARD			Time Table No. 140		WESTWARD
	THIRD CLASS			April 20, 1924		THIRD CLASS
Capacity of sidings in car lengths	318 Mixed	Distance from San Francisco			Distance from Stratford	319 Mixed
	Leave Mon. Wed. and Fri.			STATIONS		Arrive Mon. Wed. and Fri.
30 Y	12.50PM	244.1	TO-R	STRATFORD 2.5	0.0	s 12.20PM
61	f 1.05	241.6		MARSALA 1.7	2.5	f 12.10
48	f 1.15	239.9		CUNEO 3.4	4.2	f 12.01PM
75 YP	s 1.30PM	236.5	R	ROSSI	7.6	11.45AM
	Arrive Mon. Wed and Fri.			(7.6)		Leave Mon. Wed and Fri.
	(0.40) 11.40			Time over District Average speed per hour		(0.35) 13.03

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

		EASTWARD SECOND CLASS								WESTWARD THIRD CLASS			
Capacity of sidings in car lengths.		52 Sunset Ry. Mixed	306 Bakersfield Olig Mixed	260 Sunset Ry Freight	Distance from San Francisco		Time Table No. 140 April 20, 1924 STATIONS		Distance from Olig	259 Sunset Ry. Freight	307 Olig Bakersfield Mixed	51 Sunset Ry. Mixed	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
KI		10.43AM	8.05AM	4.50AM	313.6	TO-R	KERN JCT.	0.5	49.1	12.30PM	3.30PM	5.05PM	
					314.1		PARSONS	1.0	48.6				
					315.1		PAC. SMELTING	0.2	47.6				
					315.3		BAKERSFIELD CORRALS	1.4	47.4				
Spur					316.7		STRADER	2.1	46.0				
52 P		f 10.58	f 8.20	5.10	318.8		WIBLE ORCHARD	1.7	43.9	12.15	f 3.15	f 4.50	
Spur					320.5		VENOLA	2.1	42.2				
63 YP		s 11.08AM	s 8.35	5.25AM	322.6	TO-R	GOSFORD	5.8	40.1	12.05PM	s 3.00	4.40PM	
54 WP			f 8.50		328.4		STEVENS	2.3	34.3		f 2.35		
Spur			f		330.7		STRAND	1.2	32.0		f		
					331.9		MARCO	3.2	30.8				
			f 9.10		335.1		RIO BRAVO	7.7	27.6		f 2.15		
			f 9.30		342.8		BOWERBANK	2.6	19.9		f 1.55		
			f		345.4		KILOWATT	0.9	17.3		f		
101 P			s 9.45		346.3	TO	BUTTONWILLOW	2.5	16.4		s 1.45		
Spur					348.8		USHER	1.7	13.9				
73 WP			f 9.55		350.5		LOKERN	8.9	12.2		f 1.15		
			10.25		359.4		ASPHALTO	1.2	3.3		12.35		
36 YP			s 10.50		360.6	TO-R	McKITTRICK	2.1	2.1		s 12.30PM		
			s 11.05AM		362.7	R	OLIG		0.0		11.20AM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(49.1)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(0.25) 21.60	(3.00) 16.37	(0.35) 15.43			……Time over District…… ……Average speed per hour……			(0.25) 21.60	(4.10) 11.78	(0.25) 21.60	

				EASTWARD SECOND CLASS						WESTWARD THIRD CLASS		
Capacity of sidings in car lengths.				324 Mixed	Distance from San Francisco		Time Table No. 140 April 20, 1924 STATIONS		Distance from Springville	325 Mixed		
				Leave Tues. Thurs., Sat						Arrive Tues. Thurs., Sat		
52 BKWYP				7.00AM	274.8	TO-R	PORTERVILLE-OLIVE ST.	0.8	15,9	s 11.05AM		
					275.6		A. T. & S. F. CROSSING (Stop)	2.5	15.1			
Spur				f 7.14	278.1		ADOBE	0.5	12.6	f 10.50		
					278.6		PERNU	1 4	12.1			
				f 7.23	280.0		WORTH	1.6	10.7	f 10.40		
27 Spur				f 7.31	281.6		MAGNESITE JCT.	0.8	9.1	f 10.30		
30				f 7.40	282.4		SUCCESS	5.7	8.3	f 9.25		
				f 8.05	288.1		CLAVICLE	2.6	2.6	f 9.00		
26 Y 26				s 8.20AM	290.7	TO-R	SPRINGVILLE		0.0	8.45AM		
				Arrive Tues., Thurs., Sat			(15.9)			Leave Tues., Thurs., Sat.		
				(1.20) 11.92			……Time over District…… ……Average speed per hour……			(2.20) 6.81		

MOJAVE AND SAUGUS SUBDIVISION.

	EASTWARD FIRST CLASS							WESTWARD FIRST CLASS	
Capacity of sidings in car lengths.		88 Mojave Owenyo Passenger	Distance from San Francisco		Time Table No. 140 April 20, 1924 STATIONS		Distance from Owenyo	89 Owenyo Mojave Passenger	
		Leave Daily						Arrive Daily	
BKWFTYP Yard		4.00AM	380.7	TO-R	MOJAVE	1.3	143.5	s 11.25PM	
60		f 4.05	381.8		CHAFFEE	3.2	142.2	f 11.20	
58		f 4.12	384.0		CAMBIO	4.3	139.0	f 11.11	
57		f 4.21	388.3		TRESCAPE	4.6	134.7	f 11.02	
58		f 4.30	392.9		NEURALIA	4.4	130.1	f 10.52	
57		f 4.39	397.3		CINCO	5.2	125.7	f 10.42	
East 58 W West 57		s 4.50	402.5		CANTIL	2.8	120.5	s 10.32	
Spur		f	405.3		GYPSITE	2.2	117.7	f	
48		f 5.01	407.5		CENEDA	1.0	115.5	f 10.22	
		f 5.03	408.5		SALTDALE	2.1	114.5	f 10.20	
		f	410.6		TOBY	1.6	112.4	f	
East 57 Y West 80		f 5.11	412.2		GARLOCK	4.2	110.8	f 10.13	
58		f 5.20	416.4		GOLER	4.1	106.6	f 10.05	
58		f 5.29	420.5		RAND	4.1	102.5	f 9.57	
58		f 5.40	424.6		TEAGLE	3.8	98.4	f 9.49	
58 Y 62		s 5.58	428.4	TO	SEARLES	4.4	94.6	s 9.41	
58		f 6.06	432.8		RADEMACHER	5.5	90.2	f 9.31	
62		f 6.17	438.3		CODE	4.1	84.7	f 9.20	
58		f 6.25	442.4		TERESE	4.8	80.6	f 9.12	
57		s 6.34	447.2	TO	INYOKERN	4.5	75.8	s 9.03	
58		s 6.43	451.7		LELITER	4.6	71.3	s 8.54	
58		s 6.52	456.3		BROWN	4.4	66.7	s 8.45	
East 58 Y West 82		f 7.01	460.7		LINNIE	3.6	62.3	f 8.36	
57		f 7.08	464.3		NARKA	4.0	58.7	f 8.29	
59		s 7.16	468.3		LITTLE LAKE	3.2	54.7	s 8.21	
East 57 Y West 57		f 7.23	471.5		MABEL	4.1	51.5	f 8.14	
58		f 7.31	475.6		SYKES	4.3	47.4	f 8.06	
58		f 7.39	479.9		TALUS	4.2	43.1	f 7.58	
57 W		f 7.51	484.1		HAIWEE	4.4	38.9	f 7.50	
62		f 7.59	488.5		LOCO	4.8	34.5	f 7.40	
57		f 8.08	493.3		OLANCHA	4.4	29.7	s 7.30	
62		f 8.20	497.7	TO	CARTAGO	4.6	25.3	f 7.22	
62		f 8.29	502.3		MONACHEE	4.0	20.7	f 7.12	
61		f 8.37	506.3		BRIER	4.0	16.7	f 7.04	
62		f 8.45	510.3		SKINNER	4.0	12.7	f 6.56	
62		f 8.53	514.3		DIAZ	4.5	8.7	f 6.48	
East 66 West 63		s 9.06	518.8		LONE PINE	4.2	4.2	s 6.40	
BKFY		s 9.20AM	523.0	TO-R	OWENYO		0.0	6.30PM	
		Arrive Daily			(143.5)			Leave Daily	
		(5.20) 27.00			……Time over District…… ……Average speed per hour……			(4.55) 29.18	

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 140

April 20, 1924

Capacity of sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Ainrof
Y	308.6	R	OIL JCT.	5.7
			0.3	
	308.9		STORAGE TRACKS	5.4
			1.1	
	310.0		BOAZ	4.3
			0.5	
34	310.5		WAITS	3.8
			0.6	
	311.1		SEGURO	3.2
			0.5	
	311.6		MALTHA	2.7
			0.4	
	312.0		VOLCAN	2.3
			0.2	
	312.2		LA SOLAS	2.1
			0.2	
	312.4		OMENA	1.9
			0.3	
(Spur)	312.7		ADIOS	1.6
			0.1	
(Spur)	312.8		CESARO	1.5
			0.2	
	313.0		TREADWELL JCT.	1.3
			0.1	
(Spur)	313.1		EBIGMO	1.2
			0.3	
	313.4		PENTOL	0.9
			0.3	
29 Y	313.7		OIL CITY	0.6
			0.6	
(Spur)	314.3	R	AINROF	0.0
			(5.7)	

........................Time over District........................
........................Average speed per hour........................

Note.—Oil Jct. to Ainrof operated as part of Bakersfield yard.

EASTWARD — WESTWARD

Time Table No. 140

April 20, 1924

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Porque
	313.0	TREADWEL JCT.	2.4
		0.2	
(Spur)	313.2	KINROSS	2.2
		0.3	
(Spur)	313.5	AMIGO	1.9
		0.2	
(Spur)	313.7	ARMIGUS	1.7
		0.2	
(Spur)	313.9	KINSALE	1.5
		0.1	
(Spur)	314.0	FORFAR	1.4
		0.2	
(Spur)	314.2	DERWENT	1.2
		0.5	
(Spur)	314.7	CUANDO	0.7
		0.3	
(Spur)	315.0	TUBIG	0.4
		0.2	
	315.2	HAYNAN	0.2
		0.1	
(Spur)	315.3	CERTINA	0.1
		0.1	
(Spur)	315.4	PORQUE	0.0
		(2.4)	

........................Time over District........................
........................Average speed per hour........................

Note.—Treadwell Jct. to Porque operated as part of Bakersfield yard.

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 140

April 20, 1924

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Rayburn
	317.0	MAGUNDEN	17.5
		11.8	
P	328.8	DI GIORGIO	5.7
		2.2	
	331.0	GIFFIN JCT.	3.5
		2.1	
P	333.1	ARVIN	1.4
		1.4	
	334.5	RAYBURN	0.0
		(17.5)	

........................Time over District........................
........................Average speed per hour........................

EASTWARD — WESTWARD

Time Table No. 140

April 20, 1924

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Giffin
	331.0	GIFFIN JCT.	1.2
		1.2	
	332.2	GIFFIN	0.0
		(1.2)	

........................Time over District........................
........................Average speed per hour........................

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Fresno	Bert Fuller	Coalinga	Henry Cassreil
Porterville	E. J. Hepburn	Visalia	Switzer McCormic
Hanford	Hanford Jewelry Co.	Los Angeles	G. D. Davidson Co.
Bakersfield	O. C. Gammon	Los Angeles	Newton Moore

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Fresno Branch.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Fresno Branch.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on N. & C. Branch.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi	Third-class trains.
Oil Jct. Ducor Caliente Lancaster Palmdale	Trains originating and terminating.
Famoso	Trains to and from Porterville Branch
Tehachapi	First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct.	Nos. 25, 26, 59 and 60.
Kern Jct.	Santa Fe trains and S. P. first class trains.
Tehachapi	First and second class trains.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C). Extras register at Porterville, Exeter, Visalia and Goshen Jct.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick	Westward trains
Coalinga	All trains
Hardwick	To and from Riverdale Branch when operator on duty
Goshen Jct.	All trains via Hanford and Visalia

RULE 93. Yard Limits: Are defined by yard limit signs at the following stations

FRESNO
GOSHEN JCT.
BAKERSFIELD
TEHACHAPI
MOJAVE
EXETER
LINDSAY
PORTERVILLE
VISALIA
COALINGA
ARMONA
HARDWICK
HANFORD

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:

Sivert	For westward track

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lajac, STOP.
A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
Laton & Western Railway, 1743 feet west of Lillis, STOP.
Laton & Western Railway, 4129 feet west of Lynn, STOP.
A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
Fresno Interurban Railway, 1771 feet east of Las Palmas, STOP.

RULE 221. That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAP is located at

Acton	Westward trains, 500 feet west of west switch.

RULE 820. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 876. Standing air brake tests must be made at Vincent and Summit switch by all freight trains.

Leading engineman will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one sound of whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake rules.

At any point where brake pipe has been separated rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule No. 17 of Air Brake Rules.

Rear end test will be made on all passenger trains stopping Vincent or Tehachapi and running test per Rule 875 of Transportation Rules. Passenger trains not stopping at Vincent will make running test between initial and crossover switches.

Eastward passenger trains not stopping at Tehachapi will make running test at end of double track Tehachapi. Westward passenger trains not stopping at Tehachapi will make running test at West wye switch, Summit Switch.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

INTERLOCKING

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch

For main track, one long whistle (———).
To or from spur track, one long and one short whistle (——— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch

One long whistle (———).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailed by one long, one short and one long whistle (——— o ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (———).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (———).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o ——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green	Westward track to S. P. single track.
Yellow	To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green	Eastward main track.
Yellow	Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (———).
No. 1 siding, one short, one long and one short whistle (o ——— o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (——— o o ———).

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1 27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2 0	40	1 30	50	1.12

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	Fresno and half-mile east of Sivert, except:	50	35	20
2-3-7-9	Fresno, within city limits	8	8	8
2-3-7-9	Fresno yard outside city limits	15	10	10
2-3	Fowler within city limits	10	10	10
2-3	Selma within city limits bet. 5 AM-11 PM	10	10	10
2-3	Kingsburg within city limits bet. 4 AM-11 PM.	10	10	10
2-3	Goshen Junction yard	25	25	20
2-3	Tulare within city limits	8	8	8
2-3-4-5	Bakersfield within city limits	6	6	6
2-3-4-5	Bakersfield yard outside city limits	35	20	20
4-5	Bena and Sivert (westward freight trains)	..	35	20
4-5	½ mile east Sivert and 1 mile west Ilmon	40	30	20
4-5	1 mile west Ilmon and 1 mile west Tehachapi	30	18	15
4-5	1 mile west Tehachapi and 1 mile west Cameron	50	35	20
4-5	1 mile west Cameron and Mojave, except:	45	18	15
4-5-6	Mojave yard	15	10	10
4-5	Mojave and 1 mile west Cameron (westward freight trains)	..	35	10
6	Mojave and Palmdale	50	35	20
6	Palmdale and Saugus	30	18	15
7	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
7	Exeter within city limits	10	10	10

SPEED RESTRICTIONS—Concluded

Page	BETWEEN	Passeger	Freight	Running Backward
7	Lindsay within city limits	10	10	10
7	Porterville within city limits	8	8	8
7	On curve west of Orris	30	20	20
9	Kerman and Armona	40	30	20
9	Ingle and 1 mile west of Riverdale	35	25	15
9	1 mile west of Riverdale and Hardwick, except:	20	20	15
9	Over Kings River Bridge 222-C between Lynn and Hasset	6	6	6
8	Goshen Junction and Armona, except:	50	35	20
8	Hanford within city limits	8	8	8
8	Goshen Junction and Exeter, except:	40	30	20
8	Visalia within city limits	10	10	10
8	On curve at Ambler	30	20	20
8	Exeter within city limits	10	10	10
8	Armona and Crump, except:	40	25	20
8	Huron and Turk on curves	30	18	15
8	Crump and Alcalde	10	10	10
9	Fresno and Gordon, except:	40	25	20
9	Barton and Maltermoro on curves	30	18	15
9	Clovis city limits	8	8	8
9	Gordon and Friant	30	18	15
10	Bakersfield and Gosford	40	25	20
10	Gosford and Olig, except:	30	20	15
10	Lokern and Olig with large loaded oil cars	..	15	15
9	Rossi and Stratford	25	25	10
10	Porterville and Springville	20	15	10
11	Magunden and Rayburn, except:	25	25	10
11	Magunden and Rayburn on curves	15	15	10
10	Mojave and Owenyo	35	25	20
	Through interlocking limits, with caution			
	Through crossovers and turnouts	10	10	10

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M. P. H.
Mikado and F-1 type engines	45
F-3 and F-4 type engines (except where freight speed is less be governed thereby)	30
F-3 and F-4 type engines on curves of 6 degrees or over	20
F-3 and F-4 type engines backward movement over switch turnouts	8
Mallet engines (except where freight speed is less be governed thereby)	25
Santa Fe 3800 class (except where freight speed is less be governed thereby)	30
Consolidation engines	40
Engines Running Light:	
8-wheel, 10-wheel, Mogul, Mikado, Pacific and F-1 type (except where speed restrictions are less)	35
Consolidation and 2900 class (where freight speed is 18 m.p.h.)	20
Santa Fe 900 and 1600 class engines (where freight speed is 18 m.p.h.)	20
Engines not specified	Freight Train Speed.
Trains Handling Relief Outfit:	
Main track, Exeter to Kerman-Fresno to Famosa via Sanger (except where freight speed is less be governed thereby)	25
Over other lines (except where freight speed is less by governed thereby)	15

F-3 and F-4 Type engines must not be used in passenger service.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection. Light engines will stop a sufficient length of time for enginemen to inspect engine.

Marcel.—(Unless stop made at Cable.)

Woodford.—(Unless stop made at Walong.)

Bealville.—(Unless stop made at Rowen.)

When stop of ten minutes has been made at Rowen it will be necessary to allow for equalizing of wheel heat and inspection at some station between Rowen and Caliente.

Warren.

Ravenna.—(Unless stop made at Paris or Acton.)

Russ.—(Unless stop made at Ravenna.)

McKittrick Branch.—Between mile posts 357 and 358.

Owenyo Branch.—At Little Lake, Teagle and Goler.

2. Before entering and after leaving sidings where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:
Eastward trains............Cameron to Mojave—All retainers
Eastward trains............Vincent to Acton—Available retainers
Westward trains............Vincent to Harold—Available retainers
Westward trains............Tehachapi to Caliente—All retainers

Retainers will be used on freight trains as follows:
Eastward trains............Cameron to Mojave
Eastward trains............Vincent to Lang
Westward trains............Vincent to Harold
Westward trains............Tehachapi to Caliente
Westward trains............McKittrick to Lokern
Westward trains............Mabel to Linnie
Westward trains............Searles to Garlock.

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

8. **Fresno.**—Eastward trains entering yard will be governed by signal from Herder as follows:
Trains via Merced, green signal.
Trains via Kerman, yellow signal.

Mojave.—Freight trains entering yard will be governed by signal from Herder as follows:
Eastward trains, yellow signal.
Westward S. P. trains, yellow signal.
Westward Santa Fe trains, green signal.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:
Passenger trains......One long.
Freight trains........One short, one long, one short.

Santa Fe:
Passenger trains......One long, one short.
Freight trains........One long, one short, one long.

9. **Fresno.**—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding; back track will be known as westward siding.

13. At Rowen, siding between intermediate switches is designated as middle siding.
Siding east of middle siding is designated as westward siding.
Siding west of middle siding is designated as eastward siding.
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

SPECIAL INSTRUCTIONS—Concluded

MISCELLANEOUS—Concluded

15. Tracks at following stations must not be used by F-3 or F-4 type engines. Spurs at Bena, Caliente, Bealville, Marcel, Cable, Gloster, Alpine, Russ, team track Honby, and Standard Oil and Martin Spur tracks at Lancaster.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Night signals will be displayed approaching and through all tunnels.

19. Engines heavier than 70,000 pounds on drivers will not be run east of Crump.

20. Cars exceeding 70 Ms gross will not be run over Kings River bridge, one mile west of Hardwick on Riverdale Branch. Such loads will be handled via Ingle.

21. Do not take water on Visalia Electric track at Exeter.

22. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
" (Dynamo)		101,000	
" and Mail 60′		97,000	92,000
" and Mail 69′	75,000	122,000	
" and Passenger	65,000		
Buffet		131,000	122,000
" (Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84.000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express, Refr. (Am. Ry. Exp.) Nos. 40 to 154			78,000
" " " " " Nos. 155 to 224			89,000
" " " " " Nos. 500 to 506			110,000
" " " " " Nos. 1101 to 1175			85,000
" " (GN RR)	70,000		
" " (NP RR)	60,000		74,000
Observation	122,000	144,000	128,000
Postal 40′		72,000	
" 60′		111,000	
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleeper	125,000	152,000	145,000
" Tourist	94,000		133,000
Tea and Silk	48,000		

OVERHEAD STRUCTURES

Less than 22 feet above top of rails

MAIN LINE

Mile Post	Between Stations	Structures	Height
434.8	Russ-Lang	Tunnel No. 17½	18′-7¼″
434.8	" "	Water Flume	19′- 0″
435.9	" " 3rd Crossing	Bridge over Santa Clara River	21′- 2½″
436.1	" " 4th "	" " " " "	21′- 9½″
436.3	" " 5th "	" " " " "	21′- 9½″
436.8	" " 7th "	" " " " "	21′- 8½″
436.9	" " 8th "	" " " " "	21′- 9½″
437.4	" " 10th "	" " " " "	21′- 7½″
437.0	" "	Tunnel No. 18	21′- 8⅜″
439.5	Lang-Humphreys	" " 20	18′- 2⅜″
440.1	" "	" " 21	17′- 7¾″
441.5	" "	" " 22	17′- 8⅜″
445.3	Humphreys-Honby	" " 23	18′- 4⅞″
449.7	Honby-Saugus	" " 24	18′- 1¾″

BETWEEN MOJAVE AND OWENYO

Mile Post	Between Stations	Structure	Height
426 8	Teagle-Searles	Tunnel 29	21′-2″
523.0	Owenyo	Highline trestle on Calif. Alkali Co.'s Spur	16′- 0″

Bakersfield

Sand house located on turnout track Bakersfield roundhouse will not clear man on top or side of car.

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. F. K. Ainsworth	Manager and Chief Surgeon	San Francisco, Cal.
Dr. J. D. Morgan	District Surgeon	Fresno, Cal.
Dr. Chas. A. James,	Asst. District Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno, Cal.
Dr. J. D. Wagner	Emergency Surgeon	Selma, Cal.
Dr. W. H. Nielson	Emergency Surgeon	Fowler, Cal.
Dr. A. E. Skoonberg	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. J. C. Paine	District Surgeon	Exeter, Cal.
Dr. Paul R. Walters	District Surgeon	Dinuba, Cal.
Dr. T. D. Smith	District Surgeon	Kingsburg, Cal.
Dr. M. S. McMurtry	Egency Surgeon	Clovis, Cal.
Dr. R. N. Fuller	District Surgeon	Tulare, Cal.
Dr. J. A. Copeland	District Surgeon	Delano, Cal.
Dr. C. M. White	District Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. W. W. Goodrich	District Surgeon	San Joaquin, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. W. W. Goodrich	District Surgeon	San Joaquin, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. G. T. Mountford	District Surgeon	Coalinga, Cal.
Dr. S. A. Barber	District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	Assoc. District Surgeon	Porterville, Cal.
Dr. H. R.D Shoemaker	District Surgeon	Lindsay, Cal.
Dr. A. C. Muller	Emergency Surgeon	Strathmore, Cal.
Dr. A. I. Fraser	District Surgeon	Bakersfield, Cal.
Dr. N. N. Brown	Consulting Surgeon	Bakersfield, Cal.
Dr. C. W. Kellogg	Consulting Surgeon	Bakersfield, Cal.
Dr. F. A. Hamlin	Oculist and Aurist	Bakersfield, Cal.
Dr. E. A. Shaper	District Surgeon	Woodford, Cal.
Dr. J. T. Bernard	District Surgeon	Tehachapi, Cal.
Dr. C. C. Warner	District Surgeon	Mojave, Cal.
Dr. M. A. Williamson	District Surgeon	Lone Pine, Cal.
Dr. J. A. Loundagin	District Surgeon	Independence, Cal.
Dr. S. H. Savage,	District Surgeon	Lancaster, Cal.
Dr. H. G. Imler	District Surgeon	McKittrick, Cal.
Dr. E. C. Savage	Emergency Surgeon	Palmdale, Cal.
Dr. J. E. Wheat	District Surgeon	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

- FRESNO
  - BAGGAGE ROOM
  - STORE ROOM
  - RELIEF TRAIN
- GOSHEN JUNCTION
- BAKERSFIELD
  - BAGGAGE ROOM
  - EMERGENCY HOSPITAL
  - RELIEF TRAIN
  - CAR SHOPS
  - MACHINE SHOPS
- TEHACHAPI
- MOJAVE
  - BAGGAGE ROOM
  - RELIEF TRAIN
  - CAR SHOPS
- SAUGUS
- EXETER
- PORTERVILLE
- COALINGA
- HANFORD
- OWENYO

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
CROCKER STREET HOSPITAL	LOS ANGELES

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443	190	3310	430	570	510
E-23	E-73 20/24 92	1445 to 1458	190				
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540 (Superheated)	210	4030	540	710	640
E-27	E-73 20/26 100	1526 to 1540 (Saturated)	200	3710	500	660	590
M-4	M-63 20/28 126	1615 to 1719	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779 (Superheated)	200	5250	790	1020	920
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated)	200				
M-8	M-63 21/28 156	1720 to 1724, 1726, 1770 to 1779 (Saturated)	200	5000	740	960	870
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated)	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095	165	2880	400	530	480
T-16	T-57 18/24 76	2094	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273	180	3840	560	730	660
T-25	T-69 20/28 134	2274 to 2281	200	4230	590	770	690
T-27	T-69 20/26 124	2282	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	6060	930	1190	1080
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	5470	820	1060	950
T-31	T-63 22/28 162-S	2353 to 2362	200	5750	869	1110	1010
P-1	P-77 22/28 141-S	2400 to 2427 (Superheated)	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452	200	4750	650	850	760
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated)	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	6660	1030	1320	1200
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210				
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated)	210				
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	5930	890	1150	1040
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200				
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated)	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271	200	8090	1300	1660	1500
Mk-6	Mk-63 26/28 210-S	3250 to 3269	200				
F-1	F-63 27½/32 273-S	3600 to 3652	200	9700	1530	1950	1770
F-3	F-63 29½/32 297-S	3653 to 3667	200	....	1730	2210	1920
F-4	F-63 29½/32 306-S	3668 to 3717	200	....	1800	2300	2000
F-5	F-63 29½/32 306-S	3718 to 3768	200	....	1800	2300	2000
Allowance for empty and underloaded cars		Less than 40 M's		6	3	3	3
		40 to 50 M's		3	0	0	0

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade
Fresno to Bakersfield.	.35	.5	.37%
Bakersfield to Ilmon.	1.50	10.00	1.90%
Ilmon to Tehachapi.	2.50	10.5	2.92%
Saugus to Palmdale.	2.20	10.33	2.61%
Palmdale to Mojave.	1.50	1.30	1.552%
Mojave to Eric	2.20	4.00	2.36%
Eric to Tehachapi	1.179	1.50	1.239%
Fresno to Friant	1.00	10.00	1.4%

TRAINMASTERS

H. C. THOMPSON........Fresno
R. G. PROSOLE......Bakersfield
C. G. TANDY.............Mojave

Chief Dispatchers,
E. F. WASEM,
O. D. DAY.

Road Foreman of Engines,
S. H. BRAY.

C. F. DONNATIN, Superintendent.

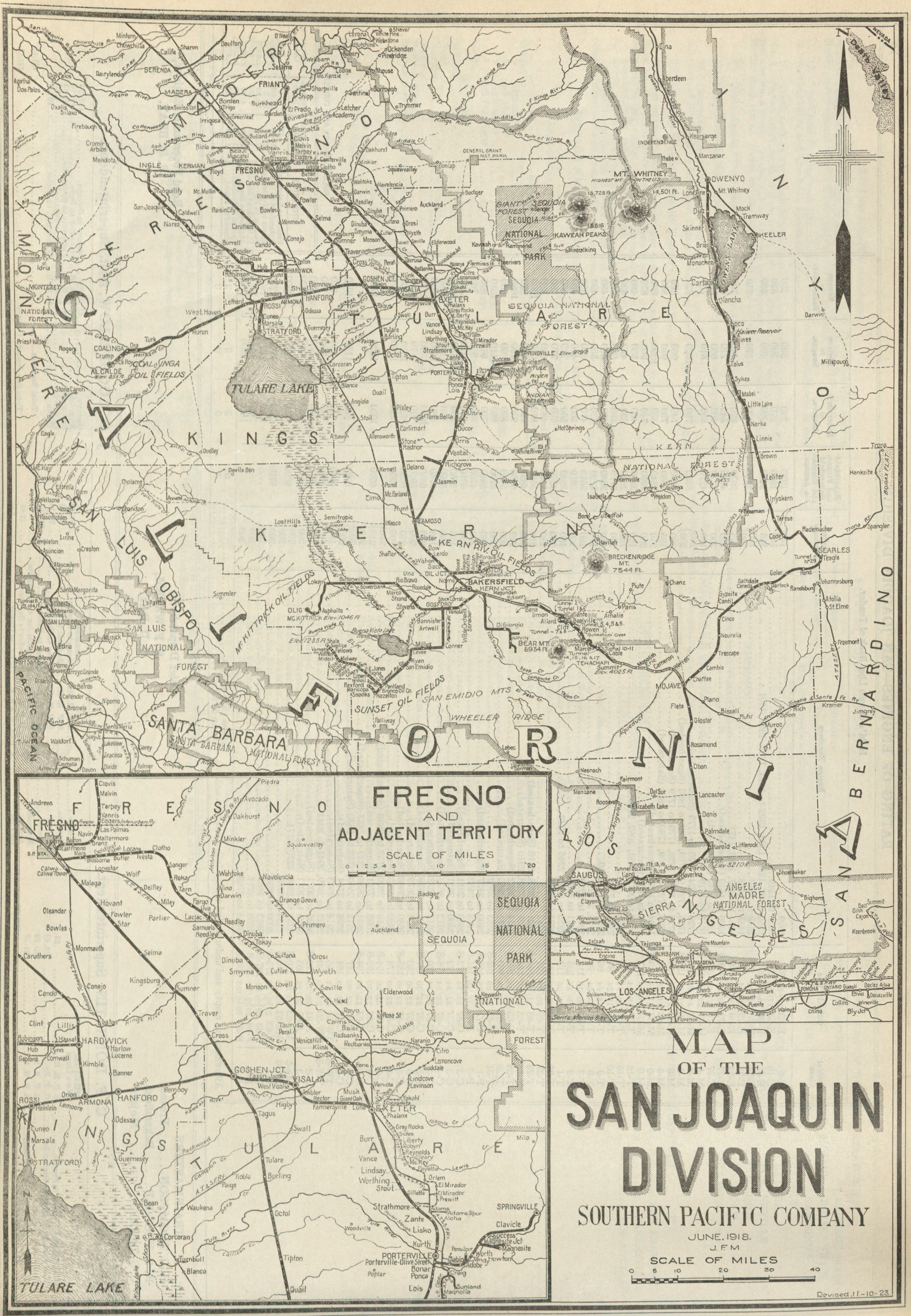
J. C. GOODFELLOW, Asst. Superintendent.

MILEAGE.
Main Lines

End Stockton Division to Fresno	S. P. R. R	.53	
End Stockton Division to Goshen Jct.	C. P. Ry	35.48	
Goshen Jct. to Saugus	S. P. R. R.	210.62	
Kerman to Goshen Jct.. Via Armona	S. P. R. R.	51.37	
Total Main Line			298.00

Branches.

Alcalde	S. P. R. R.	Armona to Alcalde	44.32	
Asphalto	S. P. R. R.	Bakersfield to Olig	50.06	
Clovis	S. P. R. R.	Fresno to Friant	24.14	
Fresno	S. P. R. R.	Fresno to Famoso	102.61	
Magnesite	S. P R. R.	Magnesite Jct to Magnesite	2.44	
Arvin	S. P. R. R.	Magunden to Rayburn	17.05	
Oil City	S. P.-A. T. & S. F.	Oil Jct. to Porgue	8.91	
Owenyo	C. P. Ry	Mojave to Owenyo	142.90	
Riverdale	S. P. R. R.	Hardwick to Ingle	42.16	
Springville	S. P. R. R.	Porterville to Springville	15.83	
Stratford	S. P. R. R.	Rossi to Stratford	8.25	
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.76	
Total Branches				475.43
Total San Joaquin Division				773.43


FRESNO
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY
NEVADA
Death Valley
PACIFIC OCEAN
TULARE LAKE
OWENS LAKE
MT. WHITNEY
HIGHEST MT. IN THE U.S.
14,501 Ft.
KAWEAH PEAKS
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
TEHACHAPI Summit Elev. 4025 Ft.
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
MONTEREY NATIONAL FOREST
COALINGA OIL FIELDS
KERN RIVER OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS
WHEELER RIDGE
SIERRA MADRE
BAKERSFIELD
KERN JCT.
MOJAVE
LOS ANGELES
SAUGUS
PASADENA
HANFORD
VISALIA
GOSHEN JCT.
EXETER
PORTERVILLE
SPRINGVILLE
FRIANT
MADERA
KEELER
OWENYO
SEARLES
SAN LUIS OBISPO
N

MAP
OF THE
SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

Revised 11-10-23